

THE WEATHER

Today and tomorrow—Partly cloudy; moderate temperature. Highest temperature yesterday, 79; lowest, 68.

NO. 4646

WASHINGTON, D. C., FRIDAY, JULY 18, 1919.

ONE CENT in Washington and suburbs. Elsewhere, Two Cents.

THE WASHINGTON HERALD

"PLEASE MEET PETER"

The Story Lady has joined the ever-increasing staff of The Washington Herald. She has lots to tell boys and girls. You better meet Peter today.

FAMINE OF COAL IN D. C. CERTAIN, CONGRESS HEARS

Hearing Before House Committee Develops Startling Facts About Shortage.

SHOULD PURCHASE NOW

Experts Declare Present Prices Are Likely to Go Even Higher.

Washington is facing the most serious coal famine in its history. In the opinion of local coal merchants, this belief is strengthened by the nature of the testimony given yesterday before the House Rules Committee by government officials and coal experts.

The committee was informed that the coal situation throughout the country is alarming and will become daily more serious unless buying is immediately speeded up.

Little Coal Stored.

C. E. Leshar, coal expert of the Geological Survey, testified that little coal has been stored in cellars because of the prevailing high prices, which, he asserted, must certainly increase before next winter.

In commenting last night on the situation in Washington, S. M. Frazier, prominent coal merchant, declared a cold winter this year would be a calamity which could scarcely be over-estimated.

"Washington merchants are unable to obtain sufficient coal from the mines," he asserted. "It is not a question of transportation at this time, but a question of production."

Unable to Get Orders.

It was stated that orders for twenty carloads of coal usually result in less than half that number arriving, because of the shortage of labor at the mines. An instance was cited where a local dealer spent a week at the mines endeavoring to obtain shipments. On his return he announced that the result of his labors was two "promises" but no coal.

Local merchants hold out no hope to the consumer for a reduction in prices, in view of present conditions. Dealers have paid as much as 30 cents premium for shipments, it was stated by Mr. Frazier. He agreed with Mr. Leshar that the only possible solution is an immediate stimulation of buying.

Big Shortage Already.

Leshar testified before the House Rules Committee that the harvesting of the bumper agricultural crops would be a big drain on the transportation systems and he declared that the government would give preference to these shipments. He stated that bituminous coal production has fallen off 70,000,000 tons this year, and anthracite 10,000,000 tons.

"The mines are running at about two-thirds capacity, not because there is lack of labor, but because the people will not buy now. That means that a car shortage is inevitable next winter, when the public wants coal. A repetition of last winter's experience is practically unavoidable," he said.

Mr. Leshar urged that Congress issue an appeal to the people to lay in stocks of coal now in order to avert the threatened danger. If this condition is not overcome, he said, legislation along the lines of that under which the fuel administration was operated should be re-enacted.

WILSON TO VIEW SLOVAK PARADE

Czecho-Slovak veterans of the war in Siberia, 1,086 in number, arrived at Union Station last night, the first delegation coming in at 10 o'clock.

As they alighted from the trains, canteen workers of the District Chapter of the Red Cross served them with coffee and sandwiches. The men stayed on the trains for the night, and will leave for Camp Meade this morning. They will be quartered at the camp during their stay here.

Will Parade Today.

The feature of the soldiers' visit will be a parade, which will take place this afternoon. President Wilson will review the men from a stand which is being constructed in front of the White House.

In the stand with the President will be Charles Fergler, Commissioner of the Czecho-Slovak republic, and Mrs. Fergler; Secretary of War Baker, Gen. Peyton C. March, chief of staff; Col. Vladimir Hurban, military attaché of the Czecho-Slovak legation; attaches of other legations, and members of the Senate and House of Representatives.

The Czecho-Slovak delegations from various parts of the country will occupy a place of honor on the sidewalk near the reviewing stand.

The parade will be composed of the soldiers only, headed by the Marine Band. No military escort will be furnished.

Arrangements for the parade are in the hands of Robert N. Harper, president of the Washington Chamber of Commerce.

The veterans at Camp Meade will be given a reception this afternoon by the various Czecho-Slovak delegations. Baltimore will send 60 men.

District Market Basket Goes Shopping Today for First Lot of Army Food

Corned Willie Missing, But This is Not Expected to Prevent Entire Shipment Being Sold Before Sundown.

Washington's first carload of surplus army food will be offered for sale this morning, and entirely disposed of by sundown, John G. McGrath, in charge of the distribution, declared yesterday.

Individuals who have not ordered through government departments, community centers or other organizations must take their chance when selling begins at the Municipal Fish Market, Seventh and Water streets southwest.

Individual orders will be filled only after group orders have been disposed of. The exact time when citizens at large may buy some of the carload is uncertain. The market will open for the filling of group orders at 8 o'clock this morning.

The schools in which community centers are established have arranged to handle consignments of food.

The various citizens' associations have co-operated with the centers in arranging for transportation to the schools.

Such large orders from government departments were received, McGrath said yesterday, that in several cases the consignments to various departments necessarily had to be cut. The demand for bacon, which is being sold at 35 cents a pound, has been so heavy, it was said, that if orders already received were filled entirely, four twelve-pound cans would be undisposed of. This means that 2,342 pounds of bacon, valued at \$347.02 would have been sold to government employees before the general public would be given an opportunity to buy.

Corned Willie Missing. The shipment received was intact, except that all No. 1 cans of roast and corned beef were missing and unaccounted for. Not a can of spoiled food was found in the carload.

"I am exceedingly surprised at the values offered in the shipment," McGrath said yesterday. "The food would pass the strictest government inspection."

"Ample help at the fish market has been supplied," he said. "I received a number of letters from persons offering their services in the distribution work. Not one of those letters was answered, as I was extremely busy all the time. I want to thank those people publicly through the columns of The Herald."

Would Order Ten Carloads. "The carload has resolved itself into a small sample. The fish market has storage facilities for fifty carloads, and it is possible that our next order for army food will be at least ten carloads."

A representative of one of the largest canning corporations in the country approached McGrath this morning with an offer of selling food to the District at a saving of 20, 40 and 50 per cent to the consumer.

One article, he said, which retailed here for 6 cents, would be sold for 20 cents. The cost of a can of sardines, under the plan he offered this morning, would be 4 cents.

McGrath announced yesterday that he would assume no executive position when other food shipments are ordered.

"My position at the Treasury Department will receive all of my efforts hereafter," he declared.

Representatives Igoo, "wet" leader, and Goldfogle, vigorously scored the policy being followed by Representative Volstead, chairman of the Judiciary Committee and in charge of the bill on the floor. Representative Saunders, a consistent prohibition advocate, strongly resented the persistent practice of shutting off debate on highly technical provisions of the bill and appealed for reasonable time for discussion of matters about which there appeared to be wide differences of opinion.

Several conservative "dry" on the Republican side of the House also assailed Chairman Volstead and his supporters and demanded that they deal fairly with the House. But all attempts to move the "dry" leaders from their avowed purpose of rushing the bill through without important change were of no avail.

Champ Clark, moderate leader, attacked the bill as it is being jammed through as oppressive and irritating to the people. He warned the "dry" leaders that they were following a course which would prove certain to defeat their own objects.

The fight yesterday centered around an amendment by Representative Reavis to eliminate from the war-time division of the bill the provision for minimum penalties. And an amendment by Representative Garndt providing for trials by juries in cases of alleged violations of injunctions issued against persons convicted of selling liquor.

The "drys" turned a deaf ear to all arguments that these changes should be accepted in the interest of fairness and justice.

London, July 17.—"We must, by all means, prevent future wars," said Gen. Pershing in addressing the military committee in the British parliament today.

The American chief said such prevention must be based on the sentiment and heart of the Anglo-Saxon races. He said British officials, including Field Marshal Sir Douglas Haig, approved the formation of separate American armies.

It is understood Great Britain and other countries already have completed plans for the dispatch of consuls into Germany.

Since lifting of the blockade, two cargoes of pork have arrived at Hamburg from America, in addition to a cargo of cotton destined for Slovakia.

Cargoes were sent at the direction of Herbert Hoover. The cotton ship was held up by the absence of clearance authority.

London, July 17.—New records for European flights were established yesterday when an airplane piloted by Lieut. F. Brackpapa and carrying Lieut. Bonacini arrived at Croydon, England, from Rome.

The flight from Rome to Paris was made in seven hours and from Paris to England in an hour and a half.

Reports indicate the Spartacists are fomenting trouble on the farms.

Berlin, July 17.—Armed with clubs, striking farm laborers in Pomerania, Prussia, today were terrorizing their companions who desired to continue work.

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President Orders News Men Roster Under Censorship

Only "trusted" newspaper writers may interview President Wilson in the future. The President decided on this course when he resumed his regular conferences with reporters.

The conferences were discontinued, it has come to light, because of certain leaks through which private discussions of the President at the time of the Lusitania catastrophe were carried to the ears of Count von Bernstorff, the German ambassador.

Mr. Wilson's conferences now will be with only legitimate newspaper correspondents, whose right to attend has been passed upon by a committee composed of Secretary Tumulty, Gus J. Karger, chairman of the standing committee of correspondents of the Press Gallery, and James D. Preston, superintendent of the Senate press gallery.

'STEAM ROLLER' OF DRYS AGAIN BEATS LIBERALS

All Efforts to Minimize Drastic Features of Bill Die Under Gag Rule.

Using steam roller and gag rule tactics to the limit, the "dry" forces in the House yesterday repeated their Monday performance of flattening out all efforts of the "liberals" to modify the more drastic provisions of the prohibition enforcement bill.

The arbitrary methods employed by the "drys" to squelch discussion of important sections of the measure were bitterly denounced, not only by the opponents of the proposed legislation, but by conservative prohibitionists as well.

Representatives Igoo, "wet" leader, and Goldfogle, vigorously scored the policy being followed by Representative Volstead, chairman of the Judiciary Committee and in charge of the bill on the floor. Representative Saunders, a consistent prohibition advocate, strongly resented the persistent practice of shutting off debate on highly technical provisions of the bill and appealed for reasonable time for discussion of matters about which there appeared to be wide differences of opinion.

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LABOR SHORTAGE WITHIN ONE YEAR SEEN BY EXPERT

D. R. Kennedy, Ex-Hog Island Official, Argues for U. S. Employment Bill.

MORRISON GIVES O. K.

A. F. of L. Secretary Also Believes Conditions Will Be Aided by Measures.

Predictions of a labor shortage in the United States within a year were made the basis yesterday for arguments before joint committees of the House and the Senate in support of the Nolan-Kenyon bills for a permanent Federal employment service co-operating with the States.

These predictions were made by Dudley R. Kennedy, of Philadelphia, employment expert and former industrial relations manager of the Hog Island Shipyard. Mr. Kennedy's advocacy of the measures was reinforced by the declaration of Frank Morrison, secretary of the American Federation of Labor, that the Federation is unanimously in favor of the proposed service.

Help to Unorganized. "The organized workers would not derive much benefit from it because they have employment facilities in their unions," Mr. Morrison told the committee, "but it is needed by the unorganized workers and we believe that every man has the right of being given information as to opportunities for employment."

Mr. Kennedy told the committee that while there is no great unemployment in the country now, he was reliably informed that there are shortages of workers in Detroit, Grand Rapids, Akron and other industrial centers, and asserted that there is certain to be a great shortage within a year.

"The coming of this shortage is one of the strongest arguments for the establishment of a permanent Federal employment service to assist in recruiting labor from localities in need."

CONTINUED ON PAGE TWO.

ZONE CAR FARES CALLED FAILURE

Neither the zone fare system nor municipal ownership of street railways made much headway yesterday at the hearings of the Federal Electric Railway Commission.

Mortimer E. Cooley, dean of the University of Michigan, and W. D. George, one of the receivers for the Pittsburgh Railways Company, regarded as expert witnesses on these two subjects, testified these ideas were a failure.

Prof. Cooley remarked that municipal ownership of street railways is like giving candy to a person who wants it until it gives him a stomach ache, and then he wishes it far away.

George, who is also an authority on real estate values, said no city could afford to have a zone system. He estimated that the value of a thirty-foot lot within a 5-cent-fare zone would be fully \$1,000 more than if it were outside the 5-cent zone.

He strongly advocated a "service-at-cost" system, arguing that this was the practical solution of street railway problems, he found, after experience with the Pittsburgh street railways.

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RAYNHAM PLANE IS WRECKED IN SECOND HOP-OFF

Pilot and Navigator Unhurt When Machine Crashes To Earth.

ONLY FLIES 200 YARDS

First Attempt to Cross Atlantic Failed Fourteen Weeks Ago.

St. John, N. F., July 17.—Another attempt by Capt. Frederick P. Raynham to start a trans-Atlantic flight in his rebuilt Martiniede aeroplane, the Chimera, ended in disaster this afternoon, as did the first attempt on the day that Harry Hawker started away in the Sopwith. The machine was wrecked, but both Raynham and his navigator, Lieut. C. H. Biddlecombe, escaped uninjured.

At 3:30 p. m. Capt. Raynham took his place in the cockpit, gave the signal for the start and taxied over the surface of the leveled field. A strong west wind promised an easy take-off, but when the machine took the air, after a run of about 200 yards across the field, it seemed to climb with great difficulty, and after soaring about sixty yards, swooped earthward and was smashed into a mass of splintered wood and twisted metal.

Climbs from Wreck. The crowd assembled to witness the flight rushed to the place where the plane fell, expecting to find the aviators seriously hurt, but both climbed out of the machine immediately after the crash.

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CONTINUED ON PAGE TWO.

RATES TO JUMP WITH R. R. RETURN

A further increase in railroad rates is certain to follow the return of the roads to private ownership, E. E. Clark, Interstate Commerce Commissioner, declared at yesterday's hearing of the House Committee on the Esch-Pomerene bill, which provides for the return of the roads. Even shippers realize a raise is inevitable, Mr. Clark stated.

Interstate rates will automatically go back to the levels prescribed by State commissions prior to Federal control, Mr. Clark said, unless provision was made to the contrary. Such a provision, he asserted, would be wise as a temporary measure as it would permit the rates fixed by the President to continue in effect until the State commissions had an opportunity to readjust them equitably.

Commissioner Clark further urged that government loans be made to the railroads at lower interest than that obtainable from private sources to tide them over the readjustment period following their return.

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